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Old Montafon National Costume (Woman).

"White Art" was developed and cultivated is the Arlberg, which takes its name from the pass which was well-known as a connecting-link between Tyrol and Vorarlberg even in mediaeval times.

The name Arlberg is a magic word which arouses echoes in the heart of every skier, of whom there are hundreds of thousands today. There is scarcely another part of Europe which satisfies so many demands of modern ski-ing as this mountain-world on the borders of Tyrol and Vorarlberg. It gave its name to a well-known ski-ing style, and the name of Hannes Schneider is inseparably connected with the conception of ski-ing. You will quickly get an inkling of the Arlberg district's meaning for the sporting side of modern ski-ing if, at the end of winter, you glance down the lists of winners of the great international races; again and again you find Arlberg names at the head of them. The importance of the Arlberg from a ski-ing as well as from a tourist point of view will be understood and never forgotten by anyone who has ever spent a week there at the height of the season.

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The line of approach to this eldorado of the "White Art" is the Arlberg railway, which ascends from the Vorarlberg side of Bludenz in daring curves, overcoming the natural barriers of the narrow Klostertal by many a viaduct and tunnel to reach Langen-on-the-Arlberg, nearly 4000 feet above sea level.

On arriving in Langen one is at once confronted by a scene of activity. Motor-sleighs and innumerable horse-drawn sleighs, vast piles of luggage and a crowd of shouting and excitedly gesticulating people—a gathering of many nations—fill the square in front of the station. Within a few minutes this confusion resolves itself into an orderly line of vehicles which sets out over the Arlbergstrasse and Flexenstrasse with a rattling and tinkling of bells towards Stuben, Zürs and Lech, well-known winter-sport resorts. The drive over the Flexenstrasse, especially in winter, is an unforgettable experience. No one can fail to be impressed by the manner in which this important highroad has been built in defiance of natural obstacles, with a vast expenditure of time and money, but with a due regard for the beauties of nature.

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The less attractive the Arlberg scenery around Zürs is in summer, the more appeal the treeless white slopes have in winter when they are softly blanketted

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prehension of all things in which time no longer plays a part. The motor road climbs to a height of almost 7800 feet, ending at the foot of the ascent to the highest peak (12,000 feet).

The Glocknerstrasse. View of the Edelweiss Peak.

The Glocknerstrasse takes its start in the pretty little valley town of Bruck-Fusch, near the Zeller Lake, on which the railways and motor roads leading to the Saalach Valley also converge. Zell-am-See, in winter a happy training area for skiers, becomes in summer a gaily-coloured and picturesque holiday resort.

Valley after valley winds through the giants of the Tauern world until the Grossvenediger is reached, and finally one of Salzburg's two frontiers, that with Italy, which is dominated by the Dreiherrenspitze.

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Let us return gradually to the eastern end of the Province where the Niedern Tauern sink by degrees to lay themselves at the foot of man, so to speak, in the Tauern Pass. It must not be imagined that they make it any too easy for him; even this pass, swept by snowstorm and avalanches, is 5400 feet high. On this high plateau lies a blue-white alpine paradise, which makes way for the road to the Lungau, a region consisting mainly of high plains characterised by their clear, sparkling air filled with the faint scent and whispering music of the otherwise rarely-seen larches. Mauterndorf, Maria Pfarr, Moosham (a casket of treasures from a mediaeval museum) and finally Tamsweg, well-known as the coldest place in Austria, and also for its beauty. Spread out in generous profusion are a number of strong, well-built settlements, solid in construction, with beautiful old churches and a horizon of mountain silhouettes. Further away, beyond the confines of the province of Salzburg, towers the mighty Dachstein.

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Behind the nobly formed Bischofsmütze and the remote stretches of the Gamsfeld the Schafberg lifts its beaky nose over the dark waters of the Wolfgangsee, the bizarrely picturesque mountains grouped about it like stage scenery.

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133 The types of rock and strata, of erosion and accumulation, vary within very limited areas. The work accomplished by long-vanished glaciers of the Ice Age is etched in intriguing lines. Below in the valleys lie lakes with shallow and sandy creeks of an almost southern warmth, above them terraces and debris of moraines now thickly wooded. In the hollow lie the isolated hills and the bogs. Up in the mountains you can find romantic lakes and waterfalls, harsh clefts and bare ridges and the wild confusion of the crust of a forgotten world, petrified while still in eruption, then scoured and pounded by wild storms. Add to this the colourful variety of the vegetation, enriched by the flora of the adjacent Mediterranean, Illyrian and Baltic territories, the deciduous forests and woods of mingled firs and larches, and the flowering carpet of the mountain pastures. Who can explain the presence amidst all this profusion of the Wulfenia, a plant native to the Himalayas and unknown in any other part of Europe?

ANDANTE MAESTOSO. Where the province joins Tyrol and Salzburg, it is dominated by the Hohe Tauern, which culminate in the majestic pyramid of the Grossglockner (approximately 12,000 feet) above the Pasterzen Glacier. The colours of the meadows and woods stand out sharply contrasted against rocks and [491] snow. Through it runs the magnificently constructed alpine highway to Salzburg. On the Carinthian side the Möll foams past the well-known mountain village of Heiligenblut, to be joined by the waters of the Malta from Ankogel and Hochalmspitze. Through the glistening spray of a hundred waterfalls it flows into the Lieser, which absorbs it near the ancient town of Gmünd (traversed by a road in use since Roman times which leads over the Katschberg to Salzburg), and bears it onwards to the Drau at Spittal, the starting point of the Tauern railway. Shortly before this the river is joined by the overflow waters of the Millstättersee. This area

Klagenfurt Etching, 1547.

with a tempered gaiety. The softly rounded hills and grass-covered slopes with their carpets of flowers strike a bucolic note. This is a domain of shepherds and of modest travellers who come here in summer in search of peace and placid beauty. In winter it is a ski-terrain which not even the novice need fear to tackle. The cable railway to the Kanzel, above the Ossiachersee, which is extended by a ski-lift to the heights of the Gerlitzen, saves a long climb. Broad valleys which are all traversible lead from the Glan, the Gurk and the Lavant through a fertile and cultivated area back to the Drau. The Brennsee and the Afritzersee maintain Carinthia's reputation as a country for warm lake bathing. High up on the Turrach Pass which leads over into the Valley of the Upper Mur one sees the dark, shining surface of a small lake. Towards the East, where gaps leading from north to south mark out the line of the mountain ranges and the flowing water, the melody of the landscape becomes softer as one crosses the saddles of the Kor and Sau Alps with their abundant fauna until it blends into the farewell song of the Drau. Along a railway line and the dreamy road which Rudolf Hans Bartsch calls "the road of the Styrian wine carrier", Carinthia's chief river passes over into the rich vineyards of what was formerly Austrian South Styria. Not far from Wolfsberg, chief town of the fruit-producing Lavant Valley, the "Paradise of Carinthia", a modern car road leads over the

Lavant Valley Costume.

Villach, 17th Century.

in the ring of castles surrounding St. Veit, of which the famous Hochosterwitz may be called a "Carinthian Graal", in the castles crowning Friesach and in the fortified mansions near the Italian frontier. A later creation of these proud overlords was Klagenfurt, now the chief town of the Province. Sheltered by the castles and towns splendid buildings arose—in Klagenfurt the Provincial Diet Hall, in Spittal-on-the-Drau a dream of early Renaissance in the shape of the Palazzo Porcia. Here and elsewhere grew up many a comfortable burgher's house which spoke of prosperity resulting from shrewd trading, and some fine churches.

The Napoleonic times did not spare peaceful Carinthia. General Bonaparte marched through the Province in 1797. The Imperial grenadiers occupied it in 1805 and 1809. Open rebellion against the foreign conqueror was organised by Johann Baptist Türk, the Carinthian Andreas Hofer. He moved too early in the day to be successful and it was not until 1814, under Metternich, that the great hour of liberation from foreign rule struck.

During the stormy year of 1848 the inner unity of Carinthia was again demonstrated. It was the same during the first World War, the mountain

saddle of the Pack into the Graz basin, thus affording a quicker and more comfortable connection with Styria than is provided by the railway which runs by way of Friesach and the Neumarkt Saddle. On the southern slopes the peasants' houses lie at very high altitudes. The Benedictine monastery of St. Paul, a well-known educational centre, is situated here. In the mountains are iron ore and coal. The wind sweeps through the extensive forests, and across flower covered fields in which the blue squill, a child of the South, is still to be found.

FURIOSO. South of the west-east line which the Gail-Drau Valley cuts through Carinthia, at the foot of the frontier wall formed by the Carnic-Julian Alps and the Karawanken, the melody of the landscape is different again. After the *Andante* of the Hohen Tauern and *Allegro* of the Noric Alps which is transformed into the softer airs of the Lavant Valley, comes the wild *Furioso* of the storm-swept Kalkgebirge.

Between the Gail and the Drau, the Gailtaler Alps sometimes rise to a height of 6000 feet. To the south they fall away in impressive walls of rock. On the more gentle northern slopes

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Shrine.

the Gerlitzen, with the secularised monastery of Ossiach on its shores. The broad and open Millstättersee, named after the health resort of Millstatt in the centre of which are a monastery and church of venerable age, looks serenely out at the world. Of the "Thousand Statues" which classical scholars claim to have been the origin of the name there is today no trace, unless one is prepared to find a modern version of them in the muscular figures which crowd the great diving-tower of the swimming pool, a true campanile of water sport. The Faakersee lies amidst fascinatingly beautiful scenery. Far away in the south of the Province smiles the little Kloppeinersee, which can boast of being even a few degrees warmer than the Wörthersee.

This lake owes its agreeable temperature to its sheltered position. Although the southern sun reaches it across the wall of mountains, the latter wards off cold winds. During the greater part of the year, this lake forms a calm island of fine weather amidst the surrounding storms. If one looks across the countryside from the Ulrichsberg, Carinthia's most typical mountain, one gets a good picture of how all the varied elements which make up the landscape blend harmoniously together—the central part of the great mussel of Carinthia and the surrounding mountains, with the valley of the Drau which traverses the entire Province from the Porta Tyroliae at Oberdrauburg to Unterdrauburg at the other end and beyond, receiving all the tributary streams and the ribbons of the highways which, a true network of roads, lead from all directions to the heart of the Province.

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RESTING PLACE BETWEEN NORTH AND SOUTH. Whoever wishes to enter or leave Carinthia must traverse a high pass or a narrow gorge, no matter from where he comes. So nature has ordained.

For this reason the roads have stood from time immemorial, however much they may have been improved by science. Their wearisome length, their task of linking the Adriatic arm of the Mediterranean with the Danube Valley area, have influenced the way of life of human beings and their choice of settlements. Carinthia is and always has been a resting-place for recuperation after climbing up from the sea level and overcoming the barrier of the southern Alps, before preparing to cross those to the North.

Glan Valley Costume.

The pattern of the Roman roads has been indelibly recorded. There is the Noric Road, which

instituted. Hüttenberg has its "Reiftanz", a miners' festival which expresses the longing for light of those who toil in darkness below ground. The "Kufenstechen" in the Gail Valley where horse-breeding is important to the people, derives from old tournaments. A ring which is held out on to the course by a girl has to be speared at full gallop. The "Kranzlreiten" in Weissenfeld in the Gurk Valley is a similar custom.

On such festive occasions, or at the ceremony of the dedication of the local church, one sees the old national costumes which are heirlooms in the valleys. At other times simple garments of home-woven linen and "Loden" (coarse woollen cloth) are usually worn.

VILLAGE AND FARM

Variety lends a special charm to farm and village. Scattered in small groups, the buildings stand in colourful and attractive gardens filled with flowers and enclosed by hedges. Built here of wood and there of stone, flat alternate with sloping roofs, and pergolas crossing the garden from one side to the other with those running the length of it. The wooden pillars supporting the veranda roofs are always carved; doors and windows are framed in colour and decorated by flowers. The "Kachelofenstube" ("Tiled Stove Room") contains hand-carved furniture and gaily painted chests. In the remoter valleys the "Rauchstube" ("Smoky Room") is still to be found. Originally it was a living room with an open fireplace and hand-made copper vessels. Shrines and waysides crosses differ greatly one from the other. Grain chests display the pleasure taken in artistic hand carving and colouring.

The food of the country people is simple and wholesome. Milk and sweet dishes made from flour form the basis of nourishment. Of the latter the most popular in town and country are the large "Nudel", a sort of cake, made of

Gmünd.

begins at Aquileia and forks north of Osoppo, 133
the western branch crossing the Plöckenpass 491
and the eastern the watershed of Pontebba. Where it emerges from the high mountains arose the modern Mauthen on the site of Loncium, and where it crosses the Gailberg into the Drau Valley grew up Oberdrauburg. Here one branch leads past Aguntum-Lienz through the Puster Valley to the Brenner and another past Teurnia (now called St.-Peter-im-Holz), Spittal-on-the-Drau and Gmünd to the Katschberg and on to Salzburg. The eastern fork runs from Pontebba-Tarvis to the place where the trading centre of Villach developed, and past the Ossiachersee and the Wörthersee to Virunum at Zollfeld, near the point where Klagenfürt was established, and further on to St. Veit, where the former dukes of the Province held court. Further along its course

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Spittal, Castle Porcia.

to the Neumarkter Sattel and Styria arose the proud town of Friesach. From Virunum a road led eastwards. On this route lie the larger towns of Southern Carinthia, such as Völkermarkt and Bleiburg.

This natural network of roads is as much used as ever today. This has maintained the prosperity of the settlements along its path. The fulcrum may have varied its position slightly as the area developed, but it has always lain within the triangle Villach—Klagenfurt—St. Veit. The advent of the locomotive, of the automobile, even of the airplane have brought little change in this respect. These routes follow the historic, natural highways. At most, where in olden times an obstacle was circumvented, it is today surmounted by an artificial construction, or bored through by a mountain tunnel as the Tauern railway does at Mallnitz and the Karawanken railway at Rosenbach. Even the airplane flying high above follows the old Pontebba route in order to avoid dangerous storms.

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THE TOWNS OF CARINTHIA. The Carinthian settlements have earned their right to be called towns more through their historic past than for any other reason. They are small in size and their economic importance varies greatly. Nowhere do they crush nature like a stone fist, forcefully suppressing it. It is nature which encircles and penetrates them, surrounding them with a framework of lovely scenery, predestinated and naturally developed as centres of a district. This may be the reason why for a long time none of them was given the absolute dominance of a capital. An additional reason may be that the three most important places all lie in the centre part of the Province close together, having originated in different feudal territories of which they formed the centre.

The old ducal town of St.-Veit-on-the-Glan, where Walther von der Vogelweide sang, as well as his less talented colleague, the Carinthian Zachäus von Himmelberg, was pre-eminently a fashionable court centre, which later came into competition with the picturesque little mountain town of Althofen, an iron trading centre. Today it is a typical provincial town,

Klagenfurt, the Dragon.

7: Marbo: U-3 (no date) 1948 EK1 Austria EK1

of peasant labour and civic industry, the wine carriers from Hungary and the lowlands bringing greetings from far-off lands. Occasionally great nobles who broke their journeys had brought the exciting atmosphere of the big world. Like shafts of lightning historical moments lit up this forest-hidden land when the Turks came to trouble even the lonely vicarage on the Pack, or later, when the French marched in via Eibiswald and Preding. After the modest deposits of iron ore had been exhausted, the valuable timber caught the eye of the iron-masters. The streams drove the wheels of the hammers in the scythe workshops. The manor house to which one of the largest, the Tunner-hammer, belonged, still stands today amidst the smoke and noise of the colliery. Ever since Archduke Johann drew up with his own hands the plans for the construction of the railway line from Graz to Köflach in the fifties of the last century, and had them put into effect despite obstinate opposition, West Styria has become more aware of the vigorous life of modern times.

EAST STYRIA. Four main roads give access from the chief town to the rich fruit-bearing country of East Styria. Around this territory winds the River Mur, sweeping southwards from the sharp angle it makes at Bruck, and then eastwards to leave Austria at Radkersburg, forming a living barrier along the boundaries of East Styria.

The white ribbon of the first road runs past Maria Trost, climbing the hill within view of the massive Schöckel, descending to Weiz where it forks, one branch leading to the northern hill country, while the main road runs dead north, right into the heart of Peter Rosegger's "Waldheimat" ("Wooded Homeland"). The second highway is that famous

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one which from its earliest days has been known by its name of the Ries. Its asphalt surface climbs steeply to the high road, affording sweeping views from the inn-benches which date from the days of coach-travel. Bordered by forest and meadow, it descends gently into the Raab Valley. From Gleisdorf, where a branch leads off through Feldbach and Fehring to Hungary and another to the far-distant territory of Hartberg, its main branch continues as the Ungarnstrasse (road to Hungary) through Fürstenfeld to the Province of Burgenland.

The third road wanders towards the East Styrian hills, running past St. Marein-on-the-Pickelbach down into the Raab Valley. The fourth road over the Hühnerberg is the last in the network of roads which serves the quiet peasant life in the valleys between the Raab and the Mur.

These roads all vary, passing over hills and through valleys, past wooded mountains and vineyards linked together by fertile fields. The further east one travels along the valleys, the more they widen out as the space between the ranges of hills broadens until, in the distance, they remind one of the nearby Hungarian Plain. In the same measure that the countryside loses the shelter of the mountains do the human habitations grow together, isolated farms gradually giving place to hamlets, villages and market towns. The farms which in the middle districts consist of rambling house, cattle stalls and outbuildings, loosely grouped around one another as the terrain dictates, now move their components nearer and nearer together until on the other side of the bend in the Raab they become compact rectangles within which man, beast and the fruits of the soil are collected into one homestead.

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175 It is not hard to discover evidence of the changing fortunes of the Province. Tombstones have been found in remote parts of the forests with inscriptions in Roman letters erected to the memory of Celtic aborigines. By the roadside are overgrown tumuli which the peasants awefully refer to as "heathen graves". If one is to believe local legends, great princes are buried in some of them—perhaps even Attila himself, the King of the Huns. Later the Avars overran the country, destroying the deserted homesteads of the Romans and their culture, and driving

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Seebenstein.

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mighty Benedictine monastery according to Prandtauer's grandiose design, the Prelate's Courtyard with its quiet fountains, the Imperial Wing, the great half-moon of the terrace between the two monumental and at the same time delicately contrasted towers, the high dome of the cupola, the library, the fine reliefs of the archways and the artistic ceiling frescoes. Stand beneath this baroque canopy and look upwards: Virtues, Wisdom and the Arts are seen attempting to lead the human soul to higher things.

Here one is confronted with a part of the spirit of Austria. Side by side with the inescapable reality of everyday life and the material world, thought and emotion have built an unattainable but equally real world

491 of the imagination in baroque style. It is in conformity that the Wachau district does not possess any broad, straight motor roads. Here everyone is forced to linger, to regard quietly his surroundings, perhaps also to ponder a little over himself and the world.

133 Melk stands at the beginning of the Wachau, which now passes Schönbühel to become the most famous part of the Danube Valley. Church and castle stand here on rocky ground near the river, showing a marked individuality of design. You would be well advised to stop at Aggsbach to climb to the ruins of Aggstein. The countryside here opens up like a burst and overripe fruit. Along the horizon roll the green waves of the mountains, hill upon hill. Far below the remaining walls of the once mighty castle gleams the "Rosengärtlein". Scattered around are farms, churches and fertile fields. Down in the valley vineyard follows vineyard. The sharp tang of woodruff rises on the air, and may later be met again floating in a refreshing wine-cup.

361 A culminating point in this feast for the eyes is Dürnstein. It rises up abruptly in complicated lines and its harmonious blending of ochre and white. Sheltering beneath the dominating ruins of the old castle and a baroque monastery tower is the clean little market town where the moving story of Richard the Lion-Hearted and his minstrel Blondel is still honoured today.

FOLKSONG.

When Croatian girls are singing
To the tamburizza's sound,
You hear ancient lays a-ringing,
Every eye casts smiles around.

For they're singing of Jumaken,
Their love's rapture and distress.
Of the king's descendant, Márko,
And his wife, the proud princess.

derable development of traffic and trade. The Bernsteinstrasse, that famous trading highway of prehistoric times along which, about 1000 years before Christ, the honey-coloured amber, tears of the sea, was brought from the coasts of Samland to Italy, passes through the Burgenland. It crossed the Danube at Hainburg, a predecessor of the Roman road which later lead to Italy by way of Carnuntum, Ödenburg, Steinamanger and Laibach. Today Ödenburg (Sopron) belongs to Hungary. What the "Ödenburg Sack", connected to Hungary by a narrow tongue of land only five kilometres wide between the frontier and the Neusiedler Lake is to Hungary, is to Austria the "Ödenburg Spur" which limits the Burgenland to a width of four kilometres and almost cuts the northern and southern parts of the Province off from one another. Seven roads and three railways are thus cut off. The only road which connects the two regions had to be built by the Austrian Government.

"The bloody Hall", Lockenhaus Castle.

Southwards this road leads to the Oberpullendorf district, a hilly country with varied scenery and attractions of its own. Anyone interested in tracing historical developments must hasten through the Province to the spot where a range of mountains forms a barrier dividing Burgenland into two parts. The eastern corner which at the same time marks the Hungarian frontier, is the Geschriebenstein, the tallest mountain of the Province, some 2,700 feet high. Its summit affords a wide view across the plain of Raabau. On its slopes, just on the other side of the frontier at Wöllembach, on the St. Veitsberg, stood one of the best-known foundries in the Bronze Age, a prehistoric industrial centre.

Here the Burgenland reveals itself to the traveller. At the foot of the Geschriebenstein lies the forest-surrounded castle of Lockenhaus, which, with its Gothic Knights' Hall and a keep five stories high, dates back to the year 1200. Almost as old are the ruins of Landsee Castle on the borders of Lower Austria, one of the biggest castles in the country.

But to bore a tourist by dragging him from castle to castle as far as Kobersdorf would be risky, since it would—finally land him on volcanic soil.

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ROADS AND RAILWAYS.

The roads of Austria are as ancient as her history, dating back to the Roman military and posting roads which followed the line of frontier fortifications right through the country. In their Provinces the Romans usually built flint or gravel roads with a uniform width from three to three and a half metres which were kept in good order by soldiers.

The Roman roads, based on surprisingly exact knowledge of the terrestry—in the alps they were all boldly contained crossings via alpine passes—survived the flood of the barbarian invasions, forming Austria's principal highroads until well on into the Middle Ages.

Although very few ecclesiastical and secular buildings were erected during this period, and the nobility and burghers created flourishing towns, the roads were sadly neglected and their condition became dangerous. The apparent contradiction in progress can be explained by the political situation and general conditions. Most people lived within the fortified areas—the castles, markets and towns in which even countryfolk were forced to take refuge in the constantly recurring periods of war. When danger from the Turks became a constant threat for Austria during two centuries, the roads were still more neglected, partly, perhaps, with the intention of making it more difficult to march from village to village and to penetrate into the interior of the country.

That until late into the 17th century the roads were allowed to degenerate into dirt tracks, without any attempt to surface them. Following the lie of the land, they ran uphill and down dale, unplanned and unregulated. The few existing fords were at the mercy of the slightest floods and there were almost no ditches at the side of the roads. Such roads were naturally only negotiable for vehicles in fine and dry weather and it was a work of art to bring a load intact to its destination. A special class of freight carriers grew up who created a monopoly for themselves. Travellers as well as merchants were very much at the mercy of the skill as well as the moods of the carriers.

The great change in politics created by the victory over the Turks and the new urge to build which reached its apex in the blooming of the baroque period, soon brought about a complete alteration of these conditions. Under the Emperor Karl VI, Vienna became a great European traffic and trading centre. Step by step extensive road planning was carried through. In the forefront stood the need of link with the Mediterranean harbour of Trieste, so the "Kaiserstrasse" was built. The road over the Semmering Pass took only 48 days to complete. At the same time the

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EXPLANATION OF MAP

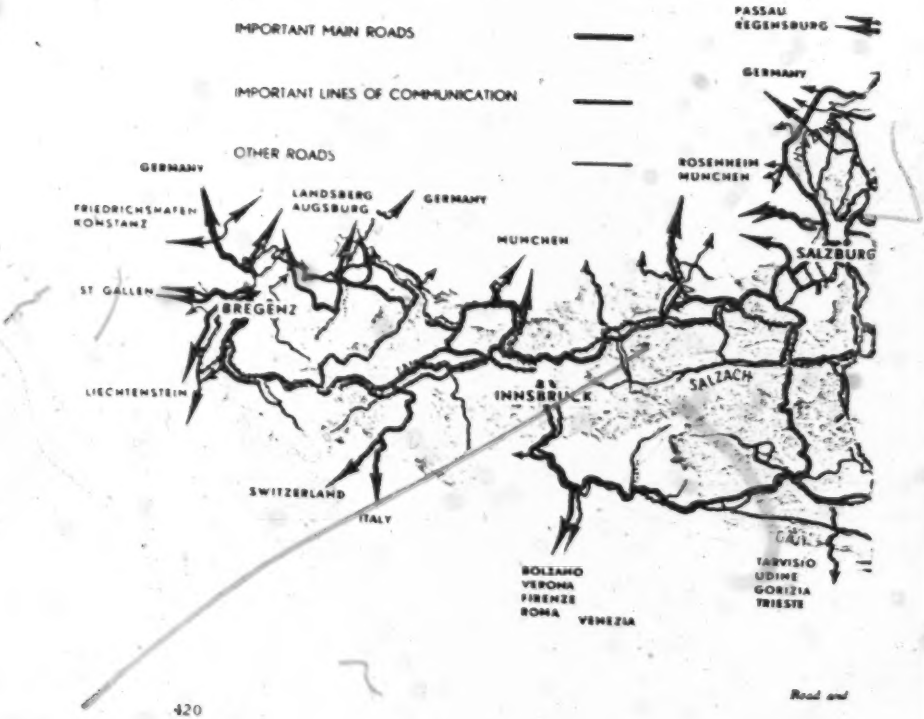
RAILWAY WITH EXPRESS SERVICE

RAILWAY WITHOUT EXPRESS SERVICE
OTHER RAILWAY LINES

IMPORTANT MAIN ROADS

IMPORTANT LINES OF COMMUNICATION

OTHER ROADS



Road and

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Railway Map.

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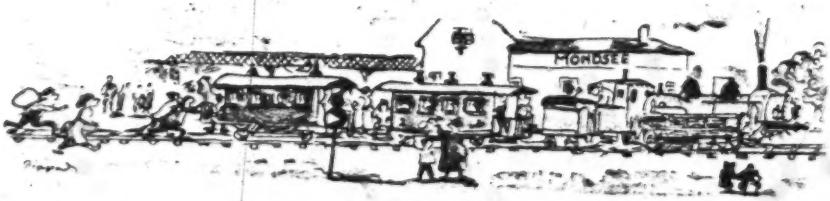

Salzkammergut Local Railway.

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building of main roads from Vienna to Brünn, Olmütz, Iglau and Prague was started.

Hand in hand with the construction of a modern network of roads went the development of the mail service. When Napoleon made preparations for the conquest of Europe, the way had quite literally been prepared for him.

When steam instead of horse power began to make the wheels go round in the 19th century and the first engines crawled puffing through the country—in short, when technical development revolutionised all previous ideas, covering the countryside with a dense network of railway lines, Austria took the lead among continental countries in railroad construction.

In 1837 the first train left Vienna in the direction of Wagram. By 1841 there were already 350 kilometres of railway line in use. The year 1848 saw work started on the daringly planned Semmering Railway, with its succession of tunnels and viaducts, the world's first exciting attempt to build a mountain railway. The Westbahn was built in 1858 and the Ostbahn completed in 1868. Since that time Austria's key position in the transport system of Central Europe has been undisputed. Soon goods trains from Germany, Bohemia and Poland, heavily laden with coal and industrial products of all kinds were rolling between the Brenner and the Semmering on their way over the Alps to the Mediterranean, bringing back in return southern fruits, rice, fish and silk. Southern France and Switzerland sent costly finished products in exchange for grain, cattle fodder and pigs from Galicia, Hungary, Serbia and the Ukraine.

The Arlberg Express has long been the backbone of the European transport system, collecting passengers from the West, from the Channel ports, from Brussels and Paris, from Zurich and Geneva and carrying them down through the gateway of Austria to the Balkans—to Budapest, Bukarest, Belgrade, Sofia, Athens and Constantinople.

For the lover of the beauties of this world a journey through Austria is itself an unforgettable experience. It is difficult to select for mention any of the countless scenic beauties to be seen from the Austrian railways without slighting the rest. There is the Mittenwald line near Innsbruck, the line by which one passes from Salzburg to Carinthia through the Valley of Gastein, the ascent of the Arlberg and the Brenner, the narrow-gauge Salzkammergut local railway, the cross-country connection from Attnang-Puchheim by way of Gmunden, Ischl and Bad Aussee to Selzthal, the Ennstal stretch, the Pyhrn railway, the line through the Styrian mountains, the views from the line which cuts through the mountains to Mariazell and the innumerable mountain and cable railways. Here we must stop, otherwise it will become just

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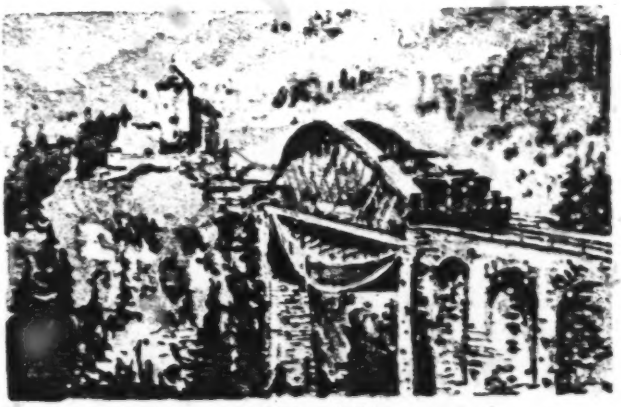

The Trisanna Bridge.

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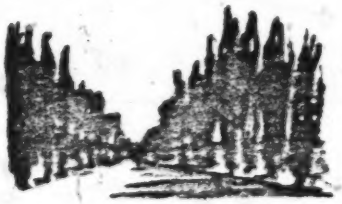
a matter of transcribing from the time-table, for in Austria every rail journey is enchanting.

The scenic beauties which the state railway has missed are covered by a carefully planned network of motor roads, totalling over 70,000 kilometres in length. One name may stand for all the roads over the alps or through mountain passes, along the shores of lakes and by the Danube and through long poplar avenues—the Glocknerstrasse, which climbs up to and penetrates a marvellous world of mighty mountains and glaciers. A motor journey over it brings home Austria's wish to offer of her best to guests from abroad, and wish them to see and enjoy her wonderful countryside.



633 categories, but wages were increased. Since then no worker or employee in municipal employment has been dependent on tips.

The basis of all the great achievements of the Vienna Municipality after the First World War was a stern financial policy which gathered in money where it was to be found—in the hands of the property-owning classes and of those who chose to live luxuriously.

491 Between the years 1934 and 1938 many large-scale road constructional schemes were carried out. First the Hohenstrasse was built through the belt of forests and meadows on the western outskirts of the city, then the Kobenzlstrasse and the Kahlenbergstrasse were constructed, the whole providing a wonderful motor highway. Another road important for modern traffic is the Wientalstrasse, which greets the motorist from the west far outside the city boundaries near Purkersdorf, and conducts him through Hütteldorf, past Schönbrunn Palace deep into the heart of Vienna.

633 Thus the activities of Vienna Municipality in the period following the First World War may be put on record as having been constructive in the best sense of the word, serving the welfare of the people at large and the progress of mankind.